

Sanitized Copy Approved for Release 2011/04/11 : CIA-RDP81-00280R000100090021-2

50X1-HUM

Sanitized Copy Approved for Release 2011/04/11 : CIA-RDP81-00280R000100090021-2

INFORMATION REPORT

PREPARED AND DISSEMINATED BY

CENTRAL INTELLIGENCE AGENCY

COUNTRY

Poland

SUBJECT

Plans for the Construction of New Bridges in
Warsaw.

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

DATE DISTRIBUTED

50X1-HUM

NO. OF PAGES

NO. OF ENCLS.

SUPPLEMENT TO REPORT #

IVE TO

50X1-HUM

THIS IS UNEVALUATED INFORMATION

50X1-HUM

1. During the last few years, there has been a growing need for a development of the communication network in and through the city of Warsaw. One of the problems of first priority is the necessity of constructing several new bridges across the Vistula River. This necessity is connected with the proceeding industrialization of extensive terrains on the eastern bank of the river. Before World War II this land was underdeveloped residential suburbs.
2. The following bridges are planned for construction in the near future:
 - a. A broad municipal bridge (with the pavements for walkers, a road for motor traffic, and a tramway track) touching the bank under the Citadel hill. This bridge is to be built first.
 - b. The construction of another new bridge in the prolongation of Swietokrzyska Street is also very urgent.
 - c. Another new bridge is planned to connect the suburbs of Zeran and Marymont.
 - d. In a little more distant future, it will become necessary to consider the construction of a new bridge in the direction up the river from Pomiatowski's Bridge.
3. The planning of these constructions meet with difficulties which were not known to the constructors of older days. One of them is connected with the necessity of installing various utility lines such as gas pipes, electricity cables etc. across the river. Some of these modern installations are so large in size that it is extremely difficult to fit them on the public bridges; and many engineers are inclined to think that it would be more convenient even to construct separate bridges, serving only for carrying these various installations from one bank of the river to the other.
4. This and other problems require coordination, and therefore it is not possible to proceed independently with the construction of a bridge, before the plan of the whole communication system of Warsaw, hinging on the trans-river communication system, is agreed upon. This is the reason why even the details concerning the first-priority bridge (at the Citadel) have not yet been determined. The planning engineers are of the opinion that the decision should first be made as

C-O-N-F-I-D-E-N-T-I-A-L

DISTRIBUTION

STATE

ARMY

NAVY

AIR

FBI

50X1-HUM

LIMITED: Dissemination limited to full-time employees of CIA, AEC and FBI; and, within State and Defense, to the intelligence components, other offices producing this document and higher echelons with their immediate supporting staffs. Not to be disseminated to consultants, contract agents or reserve personnel on short term active duty (excepting individuals who are normally full-time employees of CIA, AEC, FBI, State or Defense) unless the written permission of the originating office has been obtained through the Assistant Director for Collection and Dissemination, CIA.

C-O-N-F-I-D-E-N-T-I-A-L

to how many bridges should be built on the Vistula, where should they be placed, and what communication needs should they be expected to meet. Only then one will be able to decide upon the size which this municipal bridge at the Citadel should have.

5. For the time being, there exist four different variations of the project of that bridge, none of them has as yet been accepted. In three of these variations, it is proposed to use as a base of the new bridge, the still existing pillars of the pre-World War II railway bridge. Studies are now under way to find out whether these pillars will be sufficient to sustain the burden of a wide bridge with pavements, motor traffic and electric tram line. Also, the authors of the project are not yet sure whether it will be possible to use the existing base for the bridge-construction of compressed concrete. The other question which still remains undecided is whether the bridge so constructed and situated in this particular spot may be used as a by-pass to unburden the streets needed for the internal city communication.
6. One of the variations of the project proposes that, instead of making use of the old pillars of the railway bridge, a totally new bridge should be erected at a distance of about 150 meters up-river.
7. Simultaneously with the project of the bridge, an extensive study is going on to prepare a plan for the reasonable and economic development of the terrains adjoining the site of the would-be bridge on both sides of the river. The two problems are in fact connected with each other and must be solved accordingly. Before the war, the mentioned areas were never taken into account when the urbanistic projects of Warsaw's development were considered.
8. At present, the terrain situated on the left bank of the river between the Nowe Miasto district and the railway tracks of the circular line (Linia Obwodowa) is being developed, but in a rather chaotic way. Its main streets are along the lines of the old routes leading to Warsaw. There are also some new streets, connecting the suburb of Zoliborz with the City center; - remnants of the old road under the tracks of the railway line; - remnants of old fortress roads; - and a side-road built for the needs of the power station. Of the important buildings, this terrain contains: the traditional Traugutt Fort and the adjoining public park, a sports stadium, a bus terminus with a garage, and a school building. In the light of the requirements of the modern town planning, all this is obviously the result of accidental improvisation and is quite unsatisfactory.
9. The terrain adjoining the right-bank side of the bridge site shows a similar lack of reasonable, economic planning. This terrain is enclosed by the Zoological Gardens, the communication line towards Zeran district, and the railway tracks.
10. The urbanistic planning of the future development of these terrains is carried on by a team under the leadership of the architect Professor [FNU] Gutt. The projects of the Citadel bridge are prepared by another team directed by Professor [FNU] Wasiutynski.
11. The conception of the new bridge in this particular spot should be considered as a very good idea. The city of Warsaw needs such a trunk-route for through-traffic. It is also easy to understand that the ultimate size of the bridge depends on how many, and what sort of, other new bridges will be built across the Vistula. The decision on this point will enable the planning of a sensible distribution of this through-traffic.

-end-

C-O-N-F-I-D-E-N-T-I-A-L

50X1-HUM